

TCR Program – Application Approval Project # 9.1

Regional Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara Counties.

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$8,898	<i>TCRP Funds covered by the application:</i>	\$600
<i>TCRP Funds – Subproject #9.1:</i>	\$600	<i>Phases(s) covered in application:</i>	4
<i>TCRP Funds for Project #9:</i>	\$25,000		
<i>Lead Agency:</i>	Capitol Corridor Joint Powers Authority	<i>Implementing Agency:</i>	City of Hayward

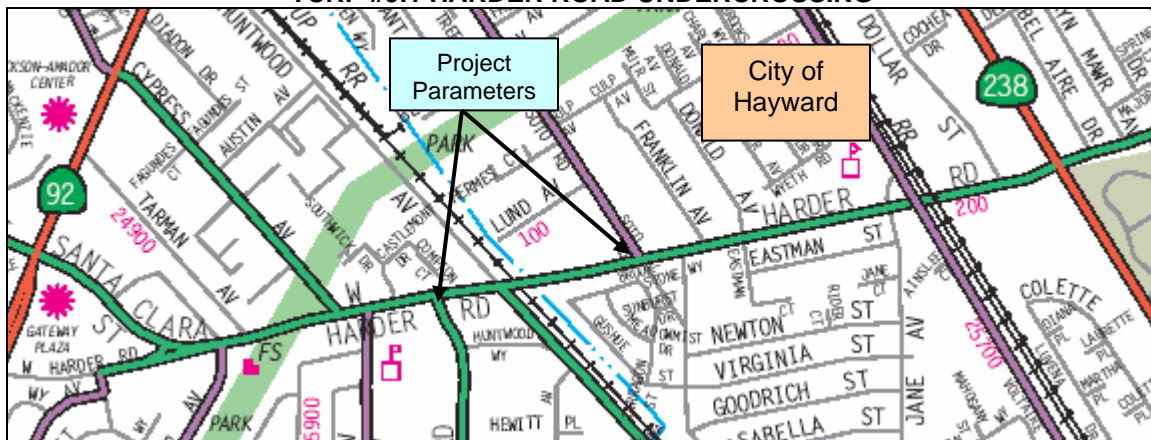
<i>TCRP allocations approved (as of April 1, 2002):</i>	\$600	<i>for Phase(s):</i>	4
<i>Advance approved:</i>	\$0	<i>for Phase(s):</i>	N/A

Project Summary: The overall Capitol Corridor Project is designed to improve the intercity rail line between Oakland and San Jose, and the stations at Emeryville and Jack London Square in Oakland. The improvements will result in greater operational reliability, increased passenger rail capacity and reduced trip times along the corridor. Ultimately, these improvements are expected to increase ridership on the Amtrak Capitol Corridor. The overall project consists of four Sub-Projects:

- Sub-Project #9.1 - Oakland to San Jose improvements – Harder Road Undercrossing (Total cost: \$8.898 million, including \$0.6 million of TCRP funds),
- Sub-Project #9.2 - Emeryville Station track and platform improvement (Total cost: \$4.9 million, including \$3.150 million of TCRP funds),
- Sub-Project #9.3 - Jack London Square Station track and platform improvements (Total estimated cost: \$10.0 million, including \$1.750 million of TCRP funds),
- Sub-Project #9.4 - Oakland to San Jose intercity track improvements (Total cost: \$42.20 million, including \$19.5 million of TCRP funds).

The total cost for all four Sub-Projects is \$65,998,000, with \$25,000,000 of TCRP funding.

TCRP #9.1 HARDER ROAD UNDERCROSSING



Sub-project #9.1 covers the Harder Road Crossing element of the overall project, and has been broken down into three stages. The first stage involves constructing a temporary traffic detour of Harder Road traffic onto Lund Ave and installation of the temporary rail crossing. The second stage involves closing Harder Road, temporarily relocating the railroad tracks, and then constructing the two-track railroad bridge, retaining walls, and drainage culvert. The third stage, during which Harder Road will also be closed, involves excavation of Harder Road, construction of the new roadway, curbs, gutter, sidewalks, and landscaping, and relocation of the railroad tracks back to the main line.

TCR Program – Application Approval Project # 9.1

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Preliminary engineering - Harder Road Crossing	5/99	4/00	\$100
2	Design and Administration - Harder Road Crossing	4/00	9/00	\$831
3	Right of Way Acquisition - Harder Road Crossing	8/00	9/02	\$352
4	Construction, fiber optics relocation, structural engineering, inspection, and testing - Harder Road Crossing	9/00	3/03	\$7,615
Total:				\$8,898

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed				\$600	\$600
		Proposed					
RR Grade Crossing	State	Committed	\$80	\$660	\$352	\$2,400	\$3,492
		Proposed				\$1,508	\$1,508
Local	Local	Committed	\$20	\$171		\$3,107	\$3,298
		Proposed					
	Totals:	Committed	\$100	\$831	\$352	\$6,107	\$7,390
		Proposed				\$1,508	\$1,508
		Totals:	\$100	\$831	\$352	\$7,615	\$8,898

Prior TCRP Action: Original application was approved on November 1, 2000 (Resolution TA-00-02) for the Harder Road element. A minor amendment to extend the completion date of Phase 4 to March 2003, was approved April 2002.

Status of Conditions: No conditions set for this project under Resolution TA-00-02.

Discussion/Issues: No issues.

Note: Project Summary updated on April 22, 2002, to reflect CTC action taken under Sub-Project #9.4 on April 4, 2002.